Five Stock Exchange Houses Said to Be Engaged in a Bear Campaign While Report Has the New Orleans Clique Trying to Get Rid of Its Load.

A sensational break in prices on the Cotton Exchange yesterday morning, which carried August down 84 points, or \$4.20 a bale; July 75 points, or \$3.75 a bale, September to the same extent and later months not so far is attributed by representatives of the New Orleans bull movement to an organized bear raid participated n by at least five Stock Exchange houses with Theodore Price as the leader. It was pointed out by one of the brokers of the New Orleans clique that Mr. Price had had an exceptional training in the cotton market and was in the proper position to conduct such a campaign.

"I was informed early last week," said this broker, "that a bear campaign in cotton was under way, with Mr. Price as the eader and with a number of Stock Exchange houses behind him. My information was that these various interests were holding nightly meetings at an uptown hotel, where the details of such a campaign were carefully gone over and all contingencies were provided for.

The beginning of the movement I was told was scheduled for this morning and I considered my information on the point so reliable that I personally came to my office from the country early and advised a client of ours who was carrying perhaps more cotton than any other man in New York to sell his cotton this morning as early as possible. He followed my advice and in all sold some 15,000 bales. Other clients f ours were advised to the same effect and sold heavily at the best prices and in a number of instances bought back at prices which were much lower. It is impossible, of course, to determine how long this campaign will last, but I am confident that the statistical condition of cotton as shown by the small declines in spot cotton in all the Southern spot markets is as much in favor of higher prices as it was on the day the Government crop report was

Mr. Theodore Price left his office at 71 Wall street early vesterday afternoon for his country place near Tuxedo Park. He was communicated with by telephone last night. He said:

"You just say that I am taking my ease here in the country-away out in the country-and that I refuse to say anything about bear campaigns."
"Will you deny the story that you are responsible for to-day's break?" Mr. Price was

No, I won't deny it and I won't confirm t either," answered Mr. Price. It was suggested to him that this answer vas particularly non-committal and Mr. Price answered:

Yes, that's the idea. It is non-committal." As opposed to the view of the representa-tive of the New Orleans interest quoted, there was also prevalent on the exchange a belief that the New Orleans clique itself was trying to get out of its cotton and this belief was substantiated in the opinion of some by the apparent selling of houses representing New Orleans interests.

representing New Orieans interests.

This selling led to a scramble on the part of small holders to unload their cotton, many stop loss orders were reached on the way down and the selling by room traders for short account also hastened the decline. The market was particularly active all through the day, with transactions esti-meted at 800,000 bales.

The selling was augmented by dealings of Stock Exchange houses which took advantage of the dulness on the Stock Exchange to bear cotton. Such of this selling as was not due to information of Mr. Price's bear campaign was due to the general belief that the high prices and spec-

ng and continued unfavorable crop reports, out the buying pressure was small and elling again set in to be followed by another rally of 20 to 25 points, which in turn yielded to selling and resulted in final prices hat were the lowest of the day. The close

The day's prices were as follows:

The high records, reached on June 26, were July, 13.20; August, 13; September, 11.69; October, 10.57; December, 10.10,

bale on August and September contracts. 82,750,000 GOLD GOES TO-DAY.

and January, 10.03. This is equivalent to

Partly Offset by Agrivals From the Klondike and Gold Due From Australia.

Arrangements were made yesterday for he shipment to Europe on the steamship Kronprinz Wilhelm, sailing to-day, of \$2,750,000 in gold bars. Lazard Frères send \$1,500,000; Heidelbach, Ickelheimer & Co., \$750,000, and Goldman, Sachs & Co. \$500,000. The bars will be taken from the United States Assay Office to-day in time for transfer to the steamship. While some of the gold may go to Germany, it was thought yesterday that the destination of most of it was Paris. Foreign exchange rates kept firm, and well up to the Conthental gold-shipping point.

A partial offset to the loss of gold by

reason of to-day's exports was the payment to local banks yesterday by the United States Sub-Treasury of \$420,000 representing gold from the Klondike deposited in the San Francisco Mint and transferred to this y by telegraph under authorization of Treasury officers. This is the first con-erable payment of the season made by Sub-Treasury against the receipt on Pacific Coast of Klondike and British Columbia gold. It has been estimated that before the season ends there will be received from the mines in the northwest fully \$20,000,000 of gold, the bulk of which ill ultimately reach this city.
Advices from Sydney, Australia, which

reached Wall Street yesterday, reported that the steamship Ventura, sailing from that port for San Francisco, has on board \$1,500,000 in gold. This is the first gold to come to this country from Australia in some time. The receipts of gold from Australia have fallen off in the past three \$12,461,921, and for 1902, \$7,791,-The latest gold shipment is believed e in part payment for Pacific Coast d exported to Australia. Like the be in part klondike and British Columbia gold, the metal that comes from Australia ordinarily iches this city, coming either by reg-ered mail or by telegraphic transfer. It including yesterday's engagements Not including yesterday's engagements or export, there have been shipped from Europe and about \$3,000,000 to Argentina. Argentine shipments really represent angular operation in exchange, the gold being shipped from this city in ps ment for debts due by England to Arg atina for wheat, wool and other products of that

8.1734

15.90

sville

#### South American country. Union Bank May Buy Sprague Bank.

A creditors' petition in bankruptcy has been filed against John H Mueller, dealer in masons' materials at 129th street and Harlem River.

John H Collins, proprietor of a restaurant at 354½ Greenwich street, has filed a petition in bankruptcy has been filed against John H Mueller, dealer in masons' materials at 129th street and Harlem River.

John H Collins, proprietor of a restaurant at 354½ Greenwich street, has filed a petition in bankruptcy with liabilities 37,012 and assettlement of his large estate will involve the sale of his bank holdings.

Lister county, by Nathaniel Covert of Dutchess Junction, a creditor for \$8,100. There is a rumor in financial circles in

GOSSIP OF WALL STREET.

The absence of selling pressure in a dull uncertain market is for some reason more thought of than the lack of buying. The observation was made yesterday by a board member who had been watching the market critically that a little good buying properly directed would advance prices sharply. There seemed to be no disposition on any-body's part either to advance or to depress prices, except in a few particular stocks, notably Amalgamated Copper. A room trader's diagnosis of the situation is that the bull crowd is afraid it couldn't sell stocks if it put them up, and the bear crowd is afraid it couldn't buy them back if it put them down It is a very exasperating market for those who make a living either by their own or other people's trading.

There was a fairly active demand in the ean crowd yesterday for Amalgamated Copper, Missouri Pacific and Atchison. The inquiry for other stocks was about normal. The average loaning rate was 21/2 per cent.

The break in cotton yesterday was equivalent, as nearly as it could be calculated, to a slump of 4 points in the stocks. It was viewed with entire satisfaction by the stock market community, brokers especially. The speculation in cotton has diverted a great deal of interest from stocks.

Content started the selling of Amalgamated

Copper, but afterward supported it around 53. He bid at one time 53% for any part of 5,000 shares and again 53 for 10,000. He was a large buyer on balance, but bid for much more than he bought. Speculative attitudes were greatly confused. Boston houses appeared to be selling heavily, but it is a familiar artifice for local operators to place orders | that Lessels had no power to sell the bonds, with brokers that do business for the Boston crowd. The New street bear clique was thought to be responsible for the movement It made a successful turn on the short side of the stock some time ago. Various rumors were floated, evidently for speculative effect, and these alone served to bring the good faith of the selling into question. One rumor hinted at dissension within the company, which was, of course, ridiculous. At 52% the stock made a "double bottom." More traders play "tops" and "bottoms" in Amalgamated Copper than in perhaps any other stock. The low record price is 51. It was said yesterday that the bear crowd would undertake to force it through that price to a new "bottom." The market position of the stock, however, is believed to be very strong. Brokers thought yesterday that they detected Lewisohn buying on the decline.

Traders were disposed to associate the weakness of Sugar with that of Amalgamated Copper. Sugar declined under comparatively small offerings for want of support. There was no speculative information on it. Arbitrage transactions were unimportant, resulting in the sale of perhaps 5,000 shares

"This Hocking Valley matter," said a broker yesterday, "causes me to observe that the place to find your money is where you lost it. I have a client who went long of Hocking Valley at about the top, or above 95, and sold it at a big loss along with the rest of the minority. Now I'm trying to persuade him to go long of it again around 80, but he won't hear of it. He'd rather tackle some other stock that he doesn't know anything about.

After a man has been wrong on a stock he

The recent rise in the prices of cotton and their apparent permanence has led to a reduction of the acreage assigned to stock that he doesn't know anything about.

After a man has been wrong on a stock he "This Hocking Valley matter," said a broker After a man has been wrong on a stock he knows more about it than he did before,

idle. The demand for good investment securities yielding anywhere from 4 to 5 per general belief that the high prices and spec-ulation are cotton is hurting stocks. Two houses are said to have sold between them nore than 20,000 bales.

At one time in the day there was an ad-vance of from 5 to 10 points on short covermany think they will be cheaper still, and wait accordingly." The reinvestment of the mid-year interest and dividend disbursements did not nearly attain the volume that was predicted. Brokers report, however, a steady absorption of the class of sequrities indicated will be reduced so greatly as is thought many think they will be cheaper still, and wait absorption of the class of securities indicated, and this buying in the end may tell

As an example of the manner in which prices were as ionows:

### High Low Last Friday's est. est. Szies closings.

12.51 11.75 11.75 12.55 following is quoted from the advisory gossip face of the prevent as 11.52 10.69 10.05 12.45 following is quoted from the advisory gossip face of the prevent as 10.30 10.10 10.00 10.21 10.30 following: "June 30 was the best day who have residence."

9.90 9.57 9.67 9.81 week of June was the best week it ever had; the last week of June was the best week it ever had; the last week of June was the best week it ever had; June was the best month it ever had The most conservative estimates show 7% per cent. net for the year after biding 1 per cent. charged to operating expenses for better-ments." The stock is being bulled on its earnings, and the possibility of an increase of the dividend rate. Wall Street has been fooled several times about an increase of the Norfolk and Western dividend, and naturally is somewhat sceptical. The prevailing sentiment on all coaler stocks, however, is rather bullish.

A specialist in Erie ventured the opinion yesterday that the action of the stock would hardly warrant the expectation of 4 per cent. on the first preferred and 2 per cent on the second preferred. It has been persistently rumored that dividends on that basis will result from the meeting on Wednesday. Although the talk of increased dividends has confused speculative judg-ment it is agreed by all who are informed on the subject that some of the give them a little assistance. This is not recent buying has been of a very excellent a fight between the bulls and bears, but a character. Several of the largest houses in the Street have been absorbing the stock steadily for a long time and without desiring apparently, to attract attention. The Ream

private Wall Street mining properties in vested in Mexican mining properties in the last few years, and the New York interest in Mexican railroads is much larger than it ever was before. It is a compared the properties of the map as a factor in the cotton market, of the map as a factor in the cotton market, of the map as a factor in the cotton market. say, T've just come from Mexico, where ..., &c. It is surprising how many people have been there recently looking after their own aid to the bear operators of the East. The and other people's speculative and invest-ment interests. It is the information of bankers here who are intimately informed have been running the cotton market to on Mexican politics that the country's suit themselves for so long."

finances will soon be established on a gold basis. Negotiations have progressed t definite point. "You can hardly realize what that will mean for Mexico," said a member of a stock exchange house yesterday who recently inspected some properties there. "Under the conditions that now pre-vail business men have simply to gamble on the price of exchange, and the practice

### is demoralizing."

A creditors' petition in bankruptcy has been filed against Henry Gundlach and Henry Koch (Gundlach & Koch), builders, of 204 East Eighty-sixth street, who are putting up a nine-story apartment hotel at the northeast corner of Lexington avenue and Fortyninth street. Last winter the Building De-partment ordered some changes to be made in the building because the walls had set-tled, and they were made at considerable

RAILROADS LOSE THE MONEY

BY TRANSFERRING BONDS ON FORGED POWER OF ATTORNEY.

They Can Sue the Broker Who Innocently Sold the Bonds and the Loss Eventually Will Fall on Him-Real Owne Not to Suffer by the Act of the Forger

is entitled to recover the value of eleven \$1,000 bonds, three of the Chesapeake and Pacific Railroad Company and four of the pany, which were sold by George W. Lessels, who was once treasurer of the home. Lessels, by means of a forged power of attorney and a false copy of resolutions, supposed to have been passed by the board of directors, persuaded Robert Gibson, general partner in the firm of H. Knickerbacker & Co. stockbrokers, that he had been duly authorized to sell the bonds for the benefit of the home. The bonds were sold

and Lessels pocketed the proceeds. The Jennie Clarkson Home then sued Gibson and the three railroad companies to recover the bonds or their face value In rendering his decision in favor of the home, against the railroads, Justice Scott says that the railroads are entitled to recover from Gibson, who should have known although it is admitted that be did not know that the papers presented to him by Lessels were forgeries. Justice Scott continues:

It is well settled by a multitude of authorities that a corporation cannot justify its transfer of stock or bonds, registered in the name of the true owner, because it relied upon a forged power of attorney to effect such a transfer. Forgery can confer no power, nor transfer any rights. It is the duty of such a corporation, before making such a transfer, to be satisfied of the genuineness of the power presented. In so doing it must act on its own responsibility and incur its own risk of being misled by forgery or fraud, and it is no answer to a claim put forward by the true owner that the company acted in good faith upon what it supposed to be genuine authority and without negligence. The true owner cannot be thus deprived of his property. The corporation must also be satisfied that the person executing the power was authorized to do so. There is nothing to show that the plaintiff's directors ever authorized their treasurer to sell the securities. It is well settled by a multitude of authori-

The Jennie Clarkson Home is in Katonah, N. Y. Lessels was a director as well as treasurer. As a result of the suit instituted by the home, certain changes have been made in the rules affecting the transfer of the changes have been made in the rules affecting the transfer of the changes have been made in the rules affecting the transfer of the changes have been made in the rules affecting the transfer of the changes have been made in the rules affecting the transfer of the changes have been made in the rules affecting the transfer of the changes have been made in the rules affecting the transfer of the changes have been made in the rules affecting the transfer of the changes have been made in the rules affecting the transfer of the changes have been made in the rules affecting the transfer of the changes have been made in the rules affecting the transfer of the changes have been made in the rules affecting the transfer of the changes have been made in the rules affecting the transfer of the changes have been made in the rules affecting the transfer of the changes have been made in the rules affecting the transfer of the rules affecting the r

increase in the cotton acreage. Tobacco houses in this city for some time have been

will release the cotton planter from the bondage of the East if the planter will struggle of the South for release from New York bondage, and I believe the South will win. A victory means that New Orapparently, to attract attention. The Ream party is said to have increased its holdings heavily within the past few weeks.

The Wall street interest in Mexico's future is constantly growing. It is confined largely to mining and railroading. A great deal of private Wall Street capital has been invested in Mexican mining properties in growing and analysis of the price of cotton? Only assumed authority. As Innderstand it, every financial institution in New York is arraigned against the Southern bulls in this struggle and a grown offort has been made to graph them:

> Electric Securities Company Incorporated. The Southern Electric Securities Company was incorporated yesterday at Trenton with a capital stock of \$1,000,000 to hold as investments bonds, securities and other evidences of indebtedness. The in-corporators are Kenneth K. McLaren, Joseph M. Mitchell and Louis B. Dailey, all of 15 Exchange place, Jersey City, registered office of the company.

Increased Canal Tonnage.

ALBANY, July 6. According to the figures representing canal tonnage for the closing week in June, given out by State Superintendent of Public Works Boyd, the total for the week was 211,051 tons, as against 126,211 tons for the same week last year. The total tonnage for the month of June of the present year is greater than that of any June since 1892, the total being 587,142 tons, as against 592,860 tons last year.

North Shore Railway Co. Changes Name. ALBANY, July 6 .- The State Board of Railroad Commissioners has approved of a change of name of the New York and North Shore Railway Company to the Long Island Electric Railway Company.

NINON REMAINS PRESIDENT.

Withdraws His Resignation as Head U. S. Shipbuilding Co.

President Lewis Nixon of the United States Shipbuilding Company has withdrawn his resignation as president at the request of the receiver. James Smith, Jr. Mr. Nixon said yesterday:

"Mr. Smith has been doing all he could to fill orders and restore confidence in the company, but he requested me to with-Supreme Court Justice Scott has decided draw my resignation, and I did so. That's that the Jennie Clarkson Home for Children | all there is to it."

The meeting of the directors of the United States Shipbuilding Company which was Ohio Railroad Company, four of the Union | called for yesterday morning was not held and the meeting was adjourned without Missouri, Kansas and Texas Railroad Com- date. Receiver Smith was at the offices of the company, but had no statement to

PRICE, M'CORMICK & CO.

Final Dividend to Unsecured Creditors -Secured Creditors Paid in Full-Unsecured. From 71 3-4 to 82 Per Cent. James G. Cannon, Brayton Ives and William L. Buil, the trustees who had in charge the readjustment of the affairs of Price, McCormick & Co., declared vesterday a final dividend of 11% per cent. upon the claims of all unsecured creditors who

accepted the plan.

This plan has saved litigation and expense. The claims of secured creditors, aggregating over \$10,000.000, have been paid in full by the careful liquidation of the collateral which they held. The unsequent creditors have received dividends cured creditors have received dividends aggregating 71% per cent. and creditors who were members of the Stock Exchange have received from the proceeds of the sale of the Stock Exchange seats of the members of the firm an additional dividend of over 9 per cent., making the total payment to unsecured Stock Fachange creditors nearly 82 per cent. on their claims.

Live Stock Market.

Live Stock Market.

Monday, July 6.

Reccipts of beeves for two days were 3,827 head, including 58 cars for export alive, 129 for slaughterers and 28 for the market, making, with the stale cattle, 38 cars on sale. Steers were just about steady; good, heavy steers selling, however, at low figures; 2 cars were held over. Buils and cows were quoted steady to a trifle firm. Common to choice native steers sold at 54.40455.30 per 100 lbs.; buils at \$2.75651; cows at \$1.50633.65 for inferior to good. Dressed beef in moderate demand at steady prices. Latest Liverpool and London cables quoted live cattle steady at 1121134c. per lb; tops, 12c., dressed weight; sheep selling at \$1152013c., dressed weight; refrigerator beef at \$969.2c. per lb. Exports to-day, none; to-morrow, 1.962 cattle, 1,959 sheep and 8,000 quarters of beef.

Reccipts of calves for two days were 3.68t head, all for the market; making, with the stale calves, 2.576 on sale. Desirable grades of veals were 50c. to 55c. higher; some sales \$1 higher; common veals and butterrelliks unchanged. About 400 calves unsolid. Poor to choice veals sold at 4259.75 per 100 lbs.; tops at \$7287.25; buttermiliks at \$2.50633. City dressed veals firmer at 7@10c. per lb.

Reccipts of sheep and lambs the past two days were 13.96t head, including 7 cars for slaughterers and 534 for the market; making, with the stock held over last week, 65½ cars on sale. Light, handy sheep were in better demand and prime grades higher; heavy sheep were not quotable higher, but moving more freely, with some ex-

PROPOSALS.

but, instead of taking advantage of his costly experience and sticking to that stock, the average trader insists upon getting into something new. This client of mine who bought Hocking Valley above 95 only a few weeks ago won't touch it at 80, although it is 15 points cheaper, and he knows more about it than he ever knew before. When you lose money in 'Paul' don't go to Atchison to get it back. Stick to 'Paul.'

Persons who have watched the recent trading in Hocking Valley say it shows steady absorption on this level, evidently by inside people. This buying is supposed to be for the purpose of averaging the cost of recently acquired stock.

It is the observation of a good many brokers that a lot of uninvested money is lying around ide. The demand for good investment securities yielding anywhere from 4 to 5 per bind and the tobacco was set late.

\*\*RECORDALS\*\* FOR RECORD HODISS\*\* AND TREAD HODI All under are to be opened at a re to be opened at

ittractions from all parts of the world. Interesting noveltles, Exhibition extraordinary; a Band of Genuine Hindoo Jug, glers, Grand concerts, magnificent foliage, rare plants, Hordicultural wonders, unequalled menagerie, museum and aquarium; ALL FREE. Delightful sail on swift steamers. Glen Island clau bake. Dinnersa la carte. Klein Deutschland. The Dairy, Boating, Bathmark, Fishing.
TIME TABLE—SUBJECT TO CHANGE—LEAUP.

The Dairy Boating BathIng. Fowling, Billiands Fishing.
TIME TABLE—SUBJECT TO CHANGE—LEAVE:
Cortlandt Street pler, 2009, 10:00, 11:00 A. M.,
12:00 M., 129, 230, 345, 5:15 P. M.
Bridge Dock, Fulton Ferry, Brooklyn, 9:30, 10:20,
11:20 A. M., 12:20, 2:00, 2:50, 4:00 P. M.
East 32d Street, 9:39, 10:00, 10:45, 11:45 A. M.,
12:45, 2:15, 2:45, 3:15, 4:30, 5:45 P. M.
Leave Glen Island, 11:00 A. M. for Cortlandt
Street only, II:15 A. M. for 32d Street and Brooklyn; 12:00 M. and 1:00 P. M. for Cortlandt Street
only, 3:00, 5:00, 0:00, 7:00 and 8:00 P. M. for all
landings—Extra boats on Sundays and holidays.
EXCURSION, 40 CENTS,
including admission to all attractions.

SEEING Shelrele the Island of Man hattan, showing the Statue of Liberty. Battery, Castle Gar den, Hell Gate, Blackwell's Island, Palisades of the Hudson diver, Jersey Gity, Brooklyn Stidge, Ocean liners, the Navy yard and thousands of other objects of interest pointed out by expert lecturer on board.

DAILY AND SUNDAY, 10 A. M., 2:30 P. M. TIME ABOUT 3 HOURS. YACHT ROUND Fare \$1.00

WEST POINT, NEWBURGH & POUGHKEEPSIE.

top the picturesque hudson.
Grand Daily Outings (except Sunday)
By Palace Iron Day Line Steamers
"NCW YORK" and "ALBANY." From Brooklyn, Fulton St. (by Annex) 8:00 A.M.

New York, Desbrosses st. pler 8:46

West 12d St. Pler 9:00

West 120th St. Pler 9:00

Returning due in New York 5:30 P. M.

MORYING AND AFTERNOON CONCERTS.

AFTERNOON BOAT, STR. MARY POWELL.

Ocean Colng Steamers
Gen'l Slocum
Grand Dominion

, est 129th St., 9 A, M, west 12d St., 940, 10:00 A, M,, 1.35 P, M, Battery Landing, 9.15, 10:45 A, M,, 2:05 P, M, Leave Reckaway, 11 A, M,, 4:45, 6:15 P, M, ROUND TRIP, 50 CENTS. Floating Roof Garden every eve. except Friday.

Only first class passengers carried.

Fulton st., Brooklyn. \*Daily. \*Ex

\*\*Thursdays.\*\* Fridays and Saturdays\*\*

FOR RATES, ETC., APPLY TO 1 BROAD WAY. \*\* Thursdays. Fridays and Saturdays\*

\*\*Thursdays.\*\* Fridays and Saturdays\*\*

EXCURSIONS.

## RON STEAMBOAT CO. CONEY ISLAND

Leave FOOT 22D ST., North filver, 9000 1000, 1000 A. M., 1200 M., 100 145, 230, 3:15, 4:00, 5:00, 100, 7:00, 8:00, 9:00 P. M. North River, No. 1, Half hour later.

Leave NEW IRON PIER, CONEY ISLAND, 10:40, 1:40 A. M., 12:40, 1:40, 2:40, 3:25, 4:10, 4:55, 5:40, 6:40, 8:40, 9:40, 10:40 P. M. ROUND TRIP TICKETS 25 CENTS. ACKER, MERRALL AND CONDIT'S LIQUORS and CIGARS served under company management.

PATTEN LINE

50C .- LONG BRANCH AND BACK-50C 80C .- ASBURY PARK AND BACK-80C. Highland Beach-Pleasure Bay, AND ALL NORTH JERSEY COAST RESORTS. LV. W. 13TH ST., 8:55, 11 A. M., 2:40 P. M. SAT-RDAYS, 8:55 A. M., 17:45, 2:40 P. M.

LV. BATTERY, 9:20, 11:30 A. M., 3:10 P. M. SAT-URDAYS, 9:20 A. M., 1:15, 3:10 P. M. LV. LONG BRANCH, 7:10 A. M., 5:20, 4:45 P. M. LONG ISLAND RAILROAD. "THE AY TO THE SEA."

MANHATTAN BEACH.
Leave 34th st., E. R., N. Y., week days, 5:30, 6:40, 430, 9:20, 11:00 A. M.; 12:10 (12:40 Race Days, C. I.-C.), 1:10, 1:40, 2:10, 2:40, 3:10, 3:40, 4:40, 5:10, 6:50, 40, 7:10, 7:40, 8:10, 8:40, 9:50, 10:00 P. M.
Leave East N. Y. 25 minutes after 34th st. time.
ROCKAWAY BEACH.
Leave 34th st. E. B. N. V. week days, 5:40, 6:40. Leave 34th st., E. R., N. Y., week days, 5:40, 6:40, 30, 9:20, 10:30, 10:50, A. M.; 12:50, 1:50, 2:50, 4:20, 20, 6:50, 7:20, 8:00, 9:20, 1:50 P. M. Additional ains Saturday 1:20, 2:30, 3:20, 9:50 P. M.

STEAMBOATS.

BOSTGN AND POINTS IN NEW ENGLAND.

FALL RIVER LINE for Newport, Fall River Boston and all Eastern and Northern Points. Steamers PRISCILLA and PURITAN. Orchestra on each. Leave Pier 19. N. R., foot of Warren St., week days and Sundays at 5:30 P. M.

FROVIDENCE LINE for Providence, Boston. North and East. Steamers PLYMOUTH and CONNECTICUT. Orchestra on each. Leave Pier 18. N. R. foot Murray St., week days only at 6 P. M.

STONINGTON LINE for Stonington. Watch Hill Narragainsett Pier. Boston and East. Steamers MAINE and RHODE ISLAND. Leave Pier 40. N. R., foot Clarkson St., week days only at 6 P. M.

NORWICH LINE for New London, Fisher's Island. Block Island. Norwich, Worcester. Boston. North and East. Steamers CITY OF LOWELL and CITY OF WORCESTER. Leave Pier 40, N. R., 50ot Clarkson St., week days only 5:30 P. M.

NEW HAVEN LINE for New Haven. Hartford. Springhield and North. Week days Steamer RICH-ARD PECK leaves Pier 40, N. R., 2:300 P. M.; foot Sist St., E. R., 3:30 P. M. Steamer CHESTER W. ChiaPin leaves Pier 40, N. R., 12:300 midnight. Sun lays. Steamer RICHARD PECK leaves Pier 40, N. R., 2:300 P. M.; Steamer CHESTER W. ChiaPin leaves Pier 40, N. R., 12:300 midnight. Sun lays. Steamer RICHARD PECK leaves Pier 40, N. R., 2:300 P. M.; foot 2018 St. St., E. R., 3:30 A. M., foot 31st St., E. R., 10:15 A. M., TUCKETS AND STATEROOMS all Lines at 167, 261, 673, 1185, 1354 Broadway. 3 Park place, 25 Union returning due New York 8:00 P. M. TICKETS AND STATEROOMS all Lines at 167, 261, 673, 1185, 1354 Broadway, 3 Park place, 25 Union

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Desbrosses St. Fiel.

West 22d St.

West 129th St.

Description From Point, Newburgh, Poughkeepsie, Kingston Point, Catskill, Hudson and Albany Dally, except Sunday Special trains to Catskill Min. resorts and Saratoga, and casy connections to all points East, North and West. trains to Catskill Mtn. resorts and Saratoga, and easy connections to all points East. North and West. Through tickets and baggage checked at offices of N. Y. Transfer Co. Most delightful one-day outings to West Point, Newburgh or Poughkeepsie, returning on down boat. Restaurant open at 7 A.M. MUSIC.

STEAMER MARY POWELL Leaving Desbrosses St. at 3:15 P. M. (Sats. 1:45 P.M.) W. 22d St., 3:30 P. M. (Sats., 2 P. M.), 129th St. (on Saturdays and Holidays only), 2:20 P. M. For Highland Falls, West Point, Cornwall, Newburgh, New Hamburgh, Milton, Po'keepsle, Esopus, Ron-dout and Kingston. Orchestra on board.

BY SEA TO MAINE

NORWALK STEAMBOAT LINE. NEW IRON STEAMER "HAMPTON."

For Roton Point, Bell Island and South Norwalk,
Leaves Pier 23, East River, at 2:45 P. M.
East 31st St., at 3:00 P. M.
DAILY FREIGHT LINE.
STEAMER "CITY OF NORWALK."
TO Norwalk and South Norwalk.

Freight received from 7:00 A. M. to 5:00 P. M.

BLOCK ISLAND, ORIENT, GREENPORT, SHELTER ISLAND AND SAG

HARBOR BOATS

leave Pler 13, E. R., N. Y., near Wail st., week days, except Saturdays, 5-30 P. M.: Saturdays, 1 P. M. MONDAYS, EXTRA TRIP, 8 A. M., FOR GREENPORT AND SAG HARBOR.

HARTFORD LINE. from Pier 33 (New), East River, daily, except Sun-day, at 5 P. M., for Connecticut River Landings, con-necting for Springheid, Holyoke, Northfield and all New England points. Send for illustrated folder.

OCEAN STEAMERS. DOMINION LINE FAST TWIN-

New Encland ... July 8 New England ... Aug. 6
Mayflower (new). July 16 Mayflower (new). Aug. 18
Commonwealth... July 30 Commonwealth. Aug. 27
Montreal—Liverpool—Short sea passage.
Canada... July 18 Domilion... Aug. 1
Rensingtop... July 25 Southwark ... Aug. 8 BOSTON Mediterranean SERVICE. VANCOLVER. Sat. July 18, Aug. 29, Oct. 10 CAMBROMAY Sat. July 18, Aug. 29, Oct. 31 ist cless, \$50 upward: 2d class, \$50. For plans, &c., address Dominion Line, Hoston, or EDWIN H. LOW. Cen. Agt., 1123 Broadway N. Y.

OLD DOMINION LINE. For Old Point Comfort, Norfolk, Portsmouth, Pinner's Point and Newport News, Va., connect-ing for Petersburg, Richmond, Virginia Beach, Washington, D. C., and entire South and West. Freight and Passenger steamers sail from Pier 26, N. R., foot Beach st., every week day at 3 P. M. H. B. WALKER, Vice-President & Traffic Manager.

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Deligniful ocean voyages to ports
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WHITE STAR LINE. NEW YORK QUEENSTOWN-LIVERPOOL.
Teutonic July 8, noon Germanic July 15, noon
Arable July 10, 6 A.M. Cedric, July 17, 10:30 A.M.

Pier 48, North River. Office, 9 Broadway, New York. ATLANTIC TRANSPORT LINE. NEW YORK-LONDON DIRECT. Min'haha, July 11.6:30 AM | Minnetonka, July 25,6 AM | Mesaba | July 18,9 AM | Min'polis, Aug-1.11:30 AM | OCEAN STEAMERS

Hamburg-American. For PLYMOUTH-CHERBOURG-HAMBURG. Twin-Screw Express and Passenger Service.

Moltke July 9, 9 A M. Bluecher, July 23, 11 A.M.
Pennsylv a.July11, 6A.M. Pretoria Aug. 1, noon
P. Blsmarck, July16, 10 A.M. Waldersec, Aug. 8, 9 A.M.
Patricia. July 18, 11 A.M. Waldersec, Aug. 8, 5 A.M.

also RUSSIA, SWEDEN, etc.
Grand cruise during AUGUST and
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Offices, 35 & 37 Broadway. Piers, Hoboken, N. J. NORTH GERMAN LLOYD S. S. CO. FAST EXPRESS SERVICE.
PLYMOUTH—CHERBOURG—BREMEN.
Kronprinz July 7, 2 P.M. | Kaiser. Aug. 4, 10 A.M.
Kaiser July 11, 10 A.M. | Kronprinz Aug. 11, 7 A.M.
K.Wm.II July 21, 1 P.M. | K.Wm.II Aug. 25, 730AM.
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Steamers leave San Francisco at 1 P. M.
China. July 15 (Nippon Maru. July 31 Doric. July 23 | Siberla. Aug. 8

For freight, passenger and general information apply at 349 Broadway, or 1 Broadway, Washington Bidg., and 287 Broadway, N. Y. City.

AMERICAN LINE. NEW YORK—SOUTH AMPEON—LONDON. New York, July 8, 10 A.M. St. Paul. July 22, 10 A.M. Phila.....July 15, 10 A.M. New York, Aug. 5,10A.M. RED STAR LINE.

CUNARD LINE TO LIVERPOOL via Queenstown.

From Piers 5: and 52, North River.

Lucania. July 11, 4 P.M. | Campania July 25,4 P.M.

Etruria. July 18, 11 A.M. | Umbria...Aug. 1, 11 A.M.

EXTRA TUESDAY SERVICE.

Carpathia..July 7, 3 P.M. | Aurania..July 21, 2 P.M.

Cerrying second and third class only.

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HOLLAND-AMERICA LIKE New Twin-Screw Steamers of 12,500 Tons.

NEW YORK—ROTTERDAM via BOULOGNE.

Sailing Wednesday at 10 A. M.

Ryndam. July 8 | Potsdam. Aug. 5

Noordam. July 15 | Statendam. Aug. 12

Rotterdam. July 29 | Ryndam. Aug. 19

Holland-America Line, 33 Broadway, N. Y.

ANCHOR LINE. Glasgow and Longond crry Astoria. July 11, 10 A.M. | Columbia. July 25, 10 A.M. Astoria. July 11, 10 A.M. Columbia. July 25, 10 A.M. Ethiopia. July 18, noon Anchoria. Aug. 1, noon First saloon, \$50 to \$100.

Second cabin, \$35 and up; third class, \$26 and up. For new Hiustrated book of Tours apply to HENDERSON BROTHERS, 17 and 19 B way, N. Y.

RAILROADS.

13"The leaving time from Desbrosses and Cortlanit Streets is five minutes later than that given below for Twenty-third Street Station, except where otherwise noted.

7:55 A. M. FAST MAIL.—Parlor, Sleeping and Dining Cars. For Chicago, Indianapolis and Louisville. Dilling Cals. For Chicago, Indianapolis and Louisville.

9:55 A. M. ST. LOUIS LIMITED.—Pullman Sieeping. Smoking and Observation Cars. Cincinnati, Indianapolis, St. Louis. Dilling Car.

10:25 A. M. PENNSYLVANIA LIMITED.—Pullman Sieeping, Dining, Smoking and Observation Compartment Cars. For Chicago, Cieveland, Toledo and Detroit.

1:55 P. M. Chil CAGO AND ST. LOUIS EXPRESS.—For Toledo, Nashville (via Cincinnati and Louisville), Indianapolis, Chicago, St. Louis. Dining Car.

Car.
Car.
Observation Cars. For Chi ing, Smoking, and Observation Cars. For Chicago, Toledo and Clevelan I. Dining Car.

5:55 P. M. ST. LOUIS EXPRESS.—For Pittsburg, Cincinnati, indianapolis, Louisville, St. Louis, Dining Car. For Gary, W. Va. (via Shenandoah Valley Route).

5:55 P. M. WESTERN EXPRESS.—For Chicago, For Toledo, except Saturday, Uning Car.

5:55 P. M. WESTERN EXPRESS.—For Chicago, For Toledo, except Saturday. Dining Car.
7:55 P. M. PACIFIC EXPRESS.—For Pittsburg and Chicago. For Knoxville, dally, via Shenandoah Vailey Route. Connects for Cleveland, except Saturday.
9:25 P. M. CLEVELAND AND CINCINNATI EXPRESS.—For Pittsburg, Cleveland, Cincinnati, indiannoble and St. Louis.
WASHINGTON AND THE SOUTH.
7:55, 8:25, 9:25 (Dining Car), 10:10 (Desbrosses and Cortland Streets, 10:20) (Dining Car), 10:35 (Dining Car) a.m., 12:55 (Dining Car), 2:10 (Desbrosses and Cortland Streets, 10:20) (Dining Car), 8:25 (Dining Car), 4:25 (Dining Car), 4: night daily.
ATLANTIC COAST LINE. - Express, 9:25 a. m and 9:25 p. m. dally. SEABOARD AIR LINE RAILWAY. - Express, 12:55

ATLANTIC COAST LINE.—Express, 9:25 a. m. and 9:25 p. m. dally.

SEABOARD AIR LINE RAILWAY.—Express, 12:55 p. m. and 12:10 night daily.

NORFOLK AND WESTERN RAILWAY.—For Memphis and New Orleans, 3:25 p. m. daily.

CHESAPEAKE AND OHIO BAILWAY.—7:55 a. m. week-days and 4:55 p. m. daily.

FOR OLD POINT COMFORT AND NORFOLK.—7:55 a. m. week-days and 8:55 p. m. daily.

ATLANTIC CITY.—9:55 a. m. and 2:55 p. m. week-days. Sundays, 7:55 a. m. Through Vestibuled Trains, Buffel Parlor Cars and Standard Coaches, on week-days. Parlor Smoking Car, Parlor Cars, Dining Car, and Standard Coaches, on week-days. Parlor Smoking Car, Parlor Cars, Dining Car, and Standard Coaches, on week-days. Parlor Smoking Car, Parlor Cars, Dining Car, and Standard Coaches on Sundays.

CAPE MAY.—12:55 p. m. week-days. Sundays, 7:55, 26. a. m., 12:10, 1:10 (Saturdays only), 2:25, 2:55, 3:25, 4:10, 4:55 a. m., 12:10, 1:10 (Saturdays only), 2:25, 2:55, 3:25, 4:10, 4:55 a. m., 15:10, 9:00 a. m., 12:20, 1:20 (Saturdays only), 2:25, 2:50, 3:25, 4:10, 4:55 and 6:55 p. m. week-days. Sundays, 7:55, 9:25 a. m., 4:55 p. m. (from Desbrosses and Cortlandt Streets), 7:50, 9:00 a. m., 12:20, 1:20 (Saturdays only), 2:25, 2:50, 3:25, 4:10, 4:55 and 2:50 p. m. week-days. Sundays, 8:15, 9:45 a. m., 5:00 p. m. From Desbrosses Street only, 3:30 a. m.; Cortlandt Streets, 0:20, 1:10, 10 (Desbrosses and Cortlandt Streets, 10:20) (Dining Car), 10:25 (Penna, Limited), 10:55 (Dining Car), 10:25 (Dining Car), 1:55 (

Gao. W. BOYD, General Passenger Agent. 6 27 1903 New York and Boston all Rail.

N. Y., N. H. & H. R. R. and connections.
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Leave By way of Due (\$600 A.M., Hartford and Willimantic, 200 P.M. (\$600 A.M., Hartford and Willimantic, 200 P.M. (\$600 A.M., Springfield and Worcester, 3:50 P.M. (\$1000 A.M., 14New London and Providence, 3:00 P.M. (\$1000 A.M., 14New London and Providence, 4:30 P.M. (\$1000 A.M., New London and Providence, 6:00 P.M. (\$1000 P.M., New London and Providence, 6:00 P.M. (\$1000 P.M., New London and Providence, 6:00 P.M. (\$1000 P.M., New London and Providence, 9:00 P.M. (\$1100 P.M., New London and Providence, 1:00 P.M. (\$1100 P.M., New London and Providence, 6:57 A.M. (\$1200 P.

NEWYORK,ONTARIO&WESTERN RY. Lvs. Franklin St. Lvs. W 42d St. 13:15 A. M. Way Train. 3.30 A. M. 745 A. M. Day Express to Oswego. 8.00 A. M. 11:40 A. M. Liberty Express. 9:15 A. M. Liberty Express. | 1.08 | Franking St. | Way Train | 3.30 A. M. | 7.45 A. M. | Day Express to Oswego | 8.00 A. M. | 1.06 A. M. | Liberty Express | 9.15 A. M. | 1.140 A. M. | Liberty Express | 12.00 Noon | 12.00 Noon | Express to Norwich | 12.15 P. M. | 12.145 P. M. | Saturdays to Rockland | 1.00 P. M. | 1.0

Lackawanna Railroad.

18:00 A. M.—For Binghamton and Syracuse.

10:00 A. M.—For Binghamton and Syracuse.

10:00 A. M.—For Bingham and Chicaro.

10:00 P. M.—For Bingham and Chicaro.

14:00 P. M.—For Seranton and Plymouth

16:10 P. M.—For Bungham and Chicago.

18:45 P. M.—Utica, Oswero, Ithaca, Bungham

2:200 A. M.—For Chicago—Sleepers open 9 P. M.

Tickets at 167, 429, 1183 Broadway, N. Y.; 338

Fulton 8t., Brooklyn. Dally. Except Sunday.

XThursdays, Fridays and Saturdays.

NEWYORK

& HUDSON RIVER R. R. THE FOUR-TRACK TRUNK LINE. Trains arrive and depart from Grand Central Station, 242 Street, New York, as below: North and westbound trains, except those leav-ing Grand Central Station at 8:30, 11:30 A. M., 2:45, 3:30, 9:15, 11:30 P. M., will stop at 125th st. to re-ceive passengers ten minutes after leaving Grand Central Station.

ceive passengers ten minutes after leaving GrandCentral Station.

All southbound trains except the "20th Century"
and the "Empire State Express" and Nos. 36 and
60 will stop at 125th st. ten minutes before their
arriving time at Grand Central Station.

12.10

A. M.—MIDNIGHT EXPRESS. — Due
Albany 5:53 A. M., Troy 6:40 A. M.

7.50

A. M.—ADIRONDACK. THOUSAND
ISLANDS AND MONTREAL SPECIAL.
7.54

A. M.—YEMPIRE STATE EXPRESS.—
Most famous train in the world. Due
Buffalo 1:5, Magara Falls 5:31 P. M.
Buffalo 1:5, Magara Falls 5:37 P.
A. M.—TEMPIRE STATE EXPRESS.—
Most famous train in the world. Due
Buffalo 1:10, Niagara Falls 5:07.

A. M.—TEMPIRE STATE EXPRESS.—
SPECIAL.

9.40

A. M.—TEMPIRE STATE STATE STATE
SPECIAL.

10.31

A. M.—TDAY EXPRESS.—Makes local
stops. Due Buffalo 1:15 A. M.
A. M.—TEMPIRES — Due Pur
A. M.—TEMPIRE STATES 9.40 A. M.—(SARATOGA AND MONTREAL SPECIAL.
10.3) A. M.—tDAY EXPRESS.—Makes local stops. Due Buffalo 1:15 A. M.
11.30 A. M.—tRUPLAND EXPRESS.—Due Rutland 7:15 P. M.
12.50 P. M.—YBUPFALO LIMITED.—Due Butfalo 1:00 P. M., Niagara Falls 11:55 P. M.
1.00 P. M.—'SOUTHWESTERN LIMITED.—Due Cincinnau 10:30, Indianapolis 11:30 P. M.—'SOUTHWESTERN LIMITED.—A. M. St. Louis 6:34 P. M. next day.
1.00 P. M.—'CHICAGO LIMITED.—24 hours to Chicago via Lake Shore, 24; via M. C.
1.50 P. M.—SARATOGA LIMITED.—Saturday only. Due Saratoga 5:30 P. M.
2.00 P. M.—'The Soin CENTURY LIMITED."
—20-hour train to Chicago via Lake Shore, Electric lights and fans.
3.20 P. M.—SARATOGA LIMITED.—Except Saturday and Sunday; due Saratoga 7:10 P. M.—

2.00 P. M.—TALBANY AND TROY FLYER.— P. M .- TALBANY AND TROY FLYER .-3.30 Due Albany 6:40, Troy 7:05 P. M. ALBANY AND TROY EXPRESS. 3.40

J. 3.30

P. M.—IALBANY AND TROY EXPRESS.—
Due Albany 640, Troy 7:05 P. M.

P. M.—ALBANY AND TROY EXPRESS.

Local stops.
P. M.—EDETROIT, GRAND RAPIDS and CHICAGO SPECIAL.

P. M.—LAKE SHORE LIMITED.—23:4
hour train to Chicago. All Pullman cars.
Due Cleveland 7:05 A. M. Chicago 4:00, St. Louis
9:45 P. M. next day.

6.03

6.03

6.04

6.05

6.07

7.00

P. M.—WESTERN EXPRESS.—28 hours
to Chicago via both L. S. and M. C.

7.00

P. M.—MONTREAL EXPRESS.—Via D.
A. H. or Rutland.

7.30

P. M.—SDIFFALO, THOUSAND ISL.
EXPRESS.

8.00

P. M.—BUFFALO, THOUSAND ISL.
ANDS AND TORONTO SPECIAL.

9.15

P. M.—SPECIAL MAIL LIMITED.—
Sleeping car only for Rochester.

9.20

P. M.—SOUTH WESTERN SPE.

CIAL.

9.30

P. M.—PACIFIC EXPRESS.—Chicago
34 hours by Michigan Central, 33 hours by
Lake Shore.

11.30

P. M.—CHICAGO THEATRE TRAIN.
Cape Vincent, Ogdensburg, Buffalo, Detroit, Chicago and St. Louis.

\*Daily. \*Except Sunday. \*Except Monday.

HARLEM DIVISION.

9:08 A. M. and 3:35 P. M. daily, except Sunday, to
Pullman cars on all through trains.
Trains Illuminated with Pintsch light.
Ticket offices at 107, 261, 415 and 1216 Broadway.
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st., Grand Central Station, 125th st. station and
138th st. station, New York; 338 and 226 Fulton st.
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NEW YORK CENTRAL ROUTE

NEW YORK CENTRAL ROUTE NEW YORK, BOSTON AND

New Springhed and the BOSTON AND ALBANY RAILROAD.

New York Central and Hudson River R. R. Lessee.)

Trains leave Grail Central Station, Fourth venue and 42d street, New York, as follows:

19:04 A. M., 12:00 noon, 14:00 P. M., 11:00 P. M., 11:00 P. M., 15 A. M. 6:15 A. M.
Leave Boston 19:00 A. M., 12:00 noon, 4:00 P. M.

\*11:00 P. M., arrive New York 3:30 P: M., 5:40 P. M.,
10:00 P. M., 6:14 A. M.
Tickets at New York Central ticket offices, 167, 415
and 12:16 Broadway and at Gr. n 1 Central Station.
A. H. SWITH. GEORGE H. DANIELS,
Gen'l Manager.

#### **WEST SHORE** RAILROAD

(New York Central and Hudson R. R. Lessee)
Trains leave Franklin St. Statlon, New York, as follows, and 15 min. later foot West 424 st., N. R.:
7:10 A. M.—For interm. points to Albany.
9:40 A. M.—(1) Catskill M.''m Express.
11:20 A. M.—(2) Saratoga and Mohawk Express.
11:235 P. M.—(3) Rip Van Winkle Flyer.
1:300 P.M.—Chicago Express.
12:25 P. M.—(4) In York Winkle Flyer.
1:302 P. M.—Gont. Lim for Det., Chl. & St. Louis.
13:25 P. M.—(4) For Hudson River points & Albany.
16:00 P. M.—For Roch., Buffalo, Clevel'd & Chicago.
18:00 P. M.—For Roch, Buffalo, Clevel'd & Chicago.
18:00 P. M.—For Roch, Buffalo, Clevel'd & Chicago.
19:15 P. M.—For Syra. Roch., Niag. Falis, Det. & Chi.
19:15 P. M.—For Syra. Roch., Niag. Falis, Det. & Chi.
19:15 P. M.—For Syra. Roch., Niag. Falis, Det. & Chi.
19:15 P. M.—For Syra. Roch., Niag. Falis, Det. & Chi.
19:15 P. M.—For Syra. Roch., Niag. Falis, Det. & Chi.
20:10 P. M.—For Syra. Roch., Niag. Falis, Det. & Chi.
20:10 P. M.—For Syra. Roch., Niag. Falis, Det. & Chi.
20:10 P. M.—For Syra. Roch., Niag. Falis, Det. & Chi.
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20:10 P. M.—For Syra. Roch., Niag. Falis, Det. & Chi.
20:10 P. M.—For Syra. Roch.
21:10 P. M.—For Syra. Roch.
22:10 P. M.—For Syra. Roch.
23:10 P. M.—For Syra. Roch.
24:10 P. M.—For Syra. Roch.
24:10 P. M.—For Syra. Roch.
25:10 P. M.—For Syra. Roch.
26:10 P. M.—For Syra. Roch.
26:10 P. M.—For Syra. Roch.
27:10 P. M.—For Syra. Roch.
28:10 P. M.—For Syra. Roch.
29:10 P. M.—For Syra. Roch.
20:10 P. M.—For Syra. Roch.
20:10 P. M.—For Syra. Ro

READING SYSTEM NEW JERSEY CENTRAL R. R.

Liberty Street and South Ferry (time from South Ferry five minutes earlier than shown below). BASTON, BETHLEHEM, ALLENTOWN AND MAUCH CHUNK—24:00, (7:15 Easton only), 0:10 A. M., 1:20, 4:40, 5:00, (6:45 Easton only) P. M. Sundays, 74:25 A. M., 1:00, 5:30 P. M.
WILKESBARRE AND SCRANTON—24:00, 9:10 M. SUNDAY 24:25 A. M. 1: P. M. A. M., 5:00 P. M. Sundays, 24:25 A. M., 1 P. M.
LAKEWOOD, LAKEHURST, TOMS RIVER
AND BARNEGAT—24:00, 9:40 A. M., 1:30, (3:4)
Lakewood and Lakehurst only), 4:30 P. M. Sundays, 9:15 A. M.
ATLANTIC CITY—19:40 A. M., 18:40 P. M., (1:0) VINELAND AND BRIDGETON-124:00 A. M., 1030 P. M.

LONG BRANCH, ASBURY PARK, OCEAN
GROVE, POINT PLEASANT AND SEASHORE POINTS— 4:00, 8:30, 11:30, A. M., (id)
Saturday only), 2:45, 3:30, 3:53, 4:45, 5:30, 6:39,
(11:50 Wednesdays and Saturdays only) P. M.,
Sundays, except Ocean Grove, 9:15 A. M., 1:30,
4:00 P. M. 4:00 P.M. 139,

PHILADELPHIA (READING TERMINAL 2\*125, 77:00, 78:00, 9:00, 10:00, 11:00 A. M., 112:00 11:00, \$1:30, P. M., \*12:15 mdt.

READING, HARRISBURG, POTTSVILLE AND WILLIAMSPORT—14:00, z4:25, f8:00, lf0:10, (0:00, 11:00 A. M. Reading only). [\$1:00, lf1:20, f2:00 P. M. Reading, Pottsville and Harrisburg only. 4:200, f5:00 P. M. K. Carl, 3:55, 4:25 (Dining Car), 3:26 (Dining Car), 6:55 (Dining Car), 6:50 (Dining Car), 6:55 (Dining Car), 6:50 (Dining Car), 6:50 (Dining Car), 6:50 (Dining Car), 6:50 (Dining Car)

NEW JERSET CENTRAL R. R., PHILADELPHIA AND READING RY, and BALTIMORE AND OHIO R. R.
Leave South Ferry. Liberty S. Perry
Balto.-Washington... 10:25 am. 18:20 am. Buffet.
Balto.-Washington... 10:25 am. 11:45 am. Diner.
Balto.-Washington... 12:25 pm. \*1:96 pm. Diner.
Balto.-Washington... 12:35 pm. \*2:49 pm. Diner.
Balto.-Washington... 12:35 pm. \*5:60 pm. Diner.
Balto.-Washington... 12:35 pm. \*5:60 pm. Diner.
Balto.-Washington... 12:10 nt... 12:15 pt. Sleepers.
'Dally... 1Dally. except Sunday... \$Sunday only.
Offices: Liberty St. Ferry, South Ferry, 6 Astor
House... 167, 261, 434, 1390, 1854, Broadway, 182 5th
Av. 25 Union Square West. 153 East 125th St... 273
West. 125th St. 745 Columbus Av., New York; 4
Courts S. 344, 890 Fulton St., Brooklyn. 290 Broadway;
Williamsburg... New York Transfer Co.. calls for
and checks barware to destination.

Ly New York City. South Ferry. Liberty St.
Chicago, Littsburg... \*12:10 nt. \*12:15 nt.
Chicago, Goiumbus. \*12:35 pm. \*1:20 pm. Diner.
Plitsburg. Cleveland. \*3:35 pm. \*2:40 pm. Lim'd.
\*7:ittsburg. Cleveland. \*3:35 pm. \*2:40 pm. Lim'd.
\*7:ittsburg. Liberted?. \*0:55 pm. \*7:40 pm. Burfet.
Chalanati St. Loui. \*12:10 nt. \*10:15 nt. Sleeper.
Chalanati St. Loui. \*10:15 pm. \*7:30 pm. Burfet.
Chalanati St. Loui. \*10:15 pm. \*10:20 pm. Burfet.
Norfolk. \*10:31 ym. \*10:35 pm. \*1:30 pm. Burfet.
Norfolk. \*10:31 ym. \*10:35 pm. \*1:30 pm. Burfet.
\*10:31 ym. \*10:31 ym. \*10:35 pm. \*1:30 pm. Burfet.
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Street. Brooklyn. South Ferry and Liberty Street.
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LEHICH VALLEY. Foot of West 23d A. Cortlandt and Feshrosses St. B. Paily + Except Sunday. Sunday changes: 412.15.

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The kets and Pullman accommonations as an angle of BS, 124 and 125; Frankway, 182 5th Ave. C Union Square West, 255; Olumbus Ave., N Y 1860 Futton St., 4 Con. 2 Br., 300 Fronkway, and Fr. Futton St., Brooklyn.

N. Y. Transfer Co. will call for and check baggage.